BOONE'S "BLACK DIAMOND!"

Ringing Resolutions, Indorsing Colonel Boone, Passed By a Mass Meeting at Knoxville Last Thursday.

OTHER IMPORTANT BLACK DIAMOND RAILWAY MATTERS.



Leaving Maysville at 1:30 p m. via the shown by the almost unanimous vote by Rudolph Knaffl, presented the following, Tenn., at 7.45 Thursday morning.

all previous stories of its beauty of loca tion, of its magnificent environments, of the extent of its industries and enterprises, of the thrift of its citizens, and of that warm-hearted greeting to the stranger within their gates which has made the road runs, and such other informa-"Southerner" a synonym for hospitality, -of all these, it can be said with perfect truth that the half had not been told.

Knoxville nestles in the center of the Great Valley of East Tennessee, surwealth, while fertile valleys spread out on husbandman, and to spare.

inspiration to the tourist and an invoca- construction. tion to the home-seeker who loves Nature.

Encircled by such environments the people of Knoxville are to be congratu- Northeast and Northwest, and is now en to be in touch with the railways that for themselves will doubt the possibilities of that wonderful section.

Already Knoxville has assumed the rank of Metropolis; and there is probably nowhere else in the South a community of 45,000 people so thoroughly united in the work of building up a city and its in-

woolen mill in the Union; they want

They are not content in the knowledge that they have iron and coal inexhaustible; they want to send it out among less fortunate communities.

They are not selfish because God has for pleasantness and a soil unsurpassed for productiveness; they are making an effort to induce others to share these

They are not satisfied because they have enough of one kind of marble to build the world's houses for a thousand years to come, enough of several other kinds to furnish the wainscoatings, mantels and ornamental trimmings, together with slate sufficient to roof all these buildings; they are united in an effort to secure cheap transportation for these products to the markets of the great North, the East, the West and to the Southern Seaboard, thence by the Panama Canal and across Nicaragus to the uttermost ends of the carth.

To accomplish this the citizens of Knoxville and Knox county some three or four years ago called in Colonel Albert retary. E. Boone of Zanesville, O., whose fame as a Railway Pathfinder and Promoter had reached them, and after due time it was agreed that the old Charleston and the start been one of the most ardent ad-Cincinnati Railway should be ravived vocates of Colonel Boone and his enterunder the name of the Black Diamond prise. General Williams had just re-

The former road was projected by the Hon. John C. Calhoun in 1836, and but the citizens of Knoxville and those for the panic of 1837 it would have been Southward, to let them know what interpushed to completion then. As it was est was being taken in the road by the \$4,000,000 was subscribed toward it and people North of them. \$217,000 expended on work, of which sum the then infant city of Knoxville paid W. L. Ledgerwood, Judge J. M. King, E

fied the people were with his work, was Mullen, Samuel B Dow, C. Aebli and ing undone to promote said railway, and

Kentucky Central on Wednesday last, which the citizens of Knox county and , which were unanimously adopted: lying over at Paris until 10:25 that night, the citizens of Knoxville subscribed \$500,

ingston, the writer reached Knoxville, building the Black Diamond Railway. In addition to this \$1,000,000, the county It was his first visit to that city; and of put up \$20,000, the city \$20,000 and private citizens \$5,000, making \$45,000 in all, which was used as a "Promotion Fund,"-that is, to secure the rights of way, pay for the surveys, maps, profiles, write-up of the territory through which tion as capitalists require before they put South Atlantic. When we consider the their money into the bonds of a railway inestimable commercial blessings, as well

rounded by mountains of untold mineral borne the expense. Indeed, the con- road construction was, our fathers betracts have been "signed, sealed and gan the agitation and promotion of this every hand, yielding abundance to the delivered" for the building of that part been the dream of our people that the en With pastoral scenery unsurpassed by nel Boone has two years from January aluy. We do not hesitate to affirm that any in the world, the Great Valley is an 1st, 1897, in which to begin the work of the building of the Black Diamond Rail-

lated, and only those who have not seen gaged in interesting the people of Kentucky in a line already chartered as the Mt. Olivet, Cynthiana, Lexington, Nicholasville and Lancaster to Stanford, there to intersect the main line of the Black Dismond extending to the Ohio River and by way of New Albany to Indian. world will revolutionize and find a new They are not content with the largest spolis, Ind., and Springfield, Ill.

Crossing the Ohio River at Dover, the road will extend upward to Ripley, thence shop to heighten demand, increase price via Aberdeen to West Union, and on and encourage production. It requires no through Columbus to Lake Erie

Touching Aberdeen, this link of the System will be of great value to Maysville, and bring new life, new hopes and higher asthat without the expenditure of a cent on pirations to gladden the hearts of our favored them with a climate unequaled her part. Isn't it about time, therefore, for home people. Already the South is atour citizens to cease "nagging" at Colonel Boone and throwing cold water on his enterprise when he offers to give them a nearby dwell with us to the end that we may railway without cost to them?

> The movements of Colonel Boone in this section have given rise to reports that the people of Tennessee had dropped his enterprise; and to refute these state ments it is only necessary to reproduce the resolutions adopted at a mass meeting of the citizens of Knoxville, held at their Courthouse on Thursday evening, August 19th, and presided over by Hon. M. L. Ross, President of the Chamber of Commerce and head of one of the largest wholesale grocery firms in the South. cial and industrial activity which she richwhile Colonel John Bane, Secretary of ly deserves. In view of the foregoing, the Black Diamond Railway, was Sec-

> by General J. C. J. Williams, the ablest and we hereby reaffirm with emphasis lawyer in East Tennessee, who has from turned from Kentucky, Ohio and Indians, and his remarks were addressed to

Short speeches were made by Colonel D. Davis, Esq., and Major J. B. Harri- triotic efforts to promote said road, and In the revival of this long dormant en son of Knoxville, followed by Mr. terprise Colonel Boone was given carte Thomas A. Davis of this city, after bisnehe, as it were; and how faithfully which the Committee on Resolutions, he executed his trust, and how well satis- composed of Hon. Peter Kern, J. P. Mc as lies in our power, we will leave noth-

the Mass Convention of the citizens of ing this enterprise? Knoxville at the public hall of the Courthouse. Thursday evening, August 19th, 1897:

The citizens of Knoxville in mass convention assembled desire to emphasize, in no uncertain tone, their faith in the ultimate construction of the Black Dismond Railway System, whereby the Ohio river and the country to the North will be hooked by bands of steel to the as closer social relations that inevitably must follow, we congratulate ourselves This work has been completed, and to upon the brilliant prospects now more line, and from that day forward it has of the System in Knox county, and Colo- terprise would fructify and become a reway from the South Atlantic by way of Knoxville to the Ohio river and thence to Meantime Colonel Boone is looking for the three capitals of the three great advantageous connections to the North, states of Ohio, Indiana and Illinois, there point in every direction, not only ramifying the lake country but that country ly-Dover, Kentucky and South Atlantic project of modern times-full of tre-Railway, which goes via Germantown, mendous consequences to the people along its lines, and stamps the originator as the greatest commercial pathfinder points.

With the early completion of the waterway across Panama, the commerce of the way to the East by coming South and West, and thus a new market will open dreamer to anticipate the commercial and industrial developments that must come

to this immediate section and thereby tracting the attention of both capital and labor above any section of the Union, and we invite all, who will, to come and continue to be law-abiding and God fearing, and thus hand in hand go for ward in the great work of utilizing those means which Nature has so bounteously bestowed:

What Knoxville most needs is closer beyond the mountains; the privilege to buy and sell in markets now shut to her enterprising merchants, tradesmen and manufacturers; and above all emancipation from unjust discrimination which limits her trade and dwarfs her energies.

We believe that the construction of the Black Diamond System will prove a panacea for her ills and bring to her doors an increased population, and that commerbe it resolved,

First-That we recall the convention held in our city April 3d, 1895, and like-The meeting was addressed at length wise the mass meeting of April 24th, 1896. the resolutions adopted in said meetings Second-We further pledge ourselves leyally and faithfully, and without reserve, to stand by the same till the last

> THIRD--WE HAVE ENTIRE CONFIDENCE for results. AND TRUST IN THE HONESTY, INTEGRITY AND GOOD FAITH OF COLONEL ALBERT E. BOONE THE PROMOTER OF THE BLACK DIAMOND SYSTEM, AND BELIEVE THAT HE HAS THE ABILITY AND HIGH PURPOSE TO CARRY FORWARD HIS GREAT PROJECT TO COMPLETION.

Fourth-We send greeting to our brethren North and South of us in their babeg to assure them that IN COLONEL BOONE THEY HAVE A LEADER WORTHY THE

GREAT CAUSE.

never give up the fight until victory comes to bless our beloved section and our common cause

Mr. J. B. Harrison, an enterprising South Carolinian who has made his home in Knoxville, read the following telegram showing how his native state is interested in the Black Diamond cause:

ANDERSON, S. C., August 18th. Hon. Martin L. Ross, President: Notice of railroad meeting received too late yard. for delegation from Anderson. Anderson will stand by Knoxville in the great enterprise as far as she is able. The road must be built. Colonel Boone has demonstrated its necessity as well as practicability, and he has the faith that will remove the Blue Ridge Mountains if the people will stand by him. His indomitable energy in this enterprise deserves the crown of success and should inspire faith in every one to work with a will in the millions of wealth to the South.

G. F. TOLLY, Mayor. J. M. SULLIVAN, President Board of Trade. J. L. TRIBBLE.

It is longer tenable to doubt the capacity and the integrity of Colonel Boone when citizens of Knoxville, representing the business and the wealth of the entire community, reaffirm their confidence in him and their purpose to stand by him till the last spike is driven in the Black Diamond System?

If he were a "dreamer" doesn't it look like these business men would have found it out during the four or five years that thence taking a through sleeper via Liv- 000 each,-\$1,000,000 in all,-to aid in Preamble and resolutions presented to be has been engaged by them in promot-

Maysville threw away her opportunity

DO YOU NEED A House Dress or Shirt Waist?

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in every one to work with a will in the building of a road that means untold millions of wealth to the South.

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to secure the crossing of the Black Diamond at this point.

Smaller places, with less wealth but with more enterprise, grasped the chance, and, depend upon it, if they will do as Colonel Boone asks, he will perform every promise he makes.

The Boone Policy For the Operation of the Black Diamond System of Railways.

First-No through passenger trains to be run over any corporation comprising the Black Diamond System of Railways unless the line is double tracked. This will naturally force all the roads North of Jellico, Tenn., to be made double track-Jellico to the Sea, 500 miles, to be constructed from the start double track. Why? Because a single track road will never be able to handle the traffic.

Second-To encourage people to reside along the line of the Black Diamend Highways of Commerce, passenger rates for local residents to be fixed not to exceed the following fares: One way, two cents per mile; round trips, LIMITED, GOOD FOR ONLY the entire satisfaction of those who have than sixty years deferred. Before rail- one week, one and a half cents per mile; for the outside public the rates shall not exceed three cents per mile.

> Third-An excursion train to be run over the same route the local passenger train covers at least once a month, upon which the fare will be one cent per mile-Upon all legal holidays and during the week between Christmas and New Years trains to be operated with rates not to exceed one and a third cent per mile.

Fourth-All local freight rates in the "Southland" to be not in excess of twothirds of what like service was charged for on April 84, 1895, by the Southern Railway Company on its line in Tennessee between Bristol and Chattanooga. In the 'Northland," (North of the Ohio river,) the local freight rates shall not be in excess of five-sixths of what like service was charged for July 1st, 1897, by the Pennsyl vania Company, using the tariff sheet of the line between Madison and Indianapolis, Ind., for Indiana and Illinois, and for Ohio using the tariff sheet between Columbus, O., and Pittsburgh, Pa.

Fifth-Through tariff rates on the "Southland" lines of the Black Diamond shall not be in excess of one and two thirds of what the rate is between Chicago and Ohio river points. Through tsriff rates on the "Northland" lines for a like distance shall not be in excess of the tariff rates in vogue between Chicago and Ohio river

Sixth-The coal rates for Blount and Monroe counties, Tenn., from the mines of Southeastern Kentucky and East Tennessee and for all points South of Knox county. Tenn., shall not be in excess of the rate to Knoxville, plus twenty-five cents per ton. (Rate to Knoxville has been fixed by contract at sixty-five cents per ton for domestic coals and forty-five cents per ton for coals used for steam and heating purposes.)

Seventh-The coal rates to all points in North Carolina shall not be in excess of up for the products of field and mine and the rate from the mines to Knoxville, plus fifty cents per ton.

Eighth-The coal rates to all points South of the North Carolina state line shall not be in excess of the coal rates from the mines to Knoxville, plus eighty-five cents

Ninth-To encourage the maintaining of manufacturing establishments along the Black Diamond Highways it shall be the pledged policy of each of the Black Diamond lines to subscribe as a bonus a sum equal to not less than one-tenth of the actual cost of any plant erected, outside of cost of real estate, the bonus so subscribed to be paid by the railway company by permitting the freight bills of such plant so erected and operated to be credited with an amount equal to not less than one-fifth of its freight bills, covered only by the corporation so subscribing, until the bonus is paid.

Tenth-No tickets to be on sale outside of the railway offices of the Black

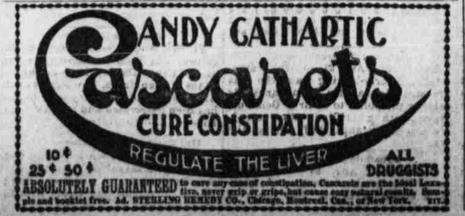
The ten articles of good faith that will be inaugurated by the Black Diamond corporations, and to insure the carrying out of same will be incorporated in every right State National Bank of way taken, shall be adopted by each Board of Directors and ratified by the stockholders before the mortgage is made. It will make every line of the Black Diamond Highways a paying investment to capitalists. Why? Because it insures constant use of its commercial relations with those living tracks to handle the great traffic in store for it. It will be a system of railroads that will not only give its best service to the people living along its lines, but work solely for their welfare and advancement in the commercial world.

> Trusting I have made plain the future policy of the several Black Diamond cor porations, whereby the entire section will be served by handling its freight and passenger traffic, and that such a policy will insure to make the people more contented and presperous, I am, with respect,

The Projector of the Black Diamond Railway System.

ZANESVILLE, O., August 14th, 1897.

Note by the Editor-For the guidance of the public in coming to a conclusion as to the ability of the Black Diamond Roads to maintain the above passenger rates, we will state that the New York Central adopted as its maximum a two-cent rate, which has been in vogue for many years. This two-cent-per-mile rate, with low commutation rates for local travel, considerably less than one cent per mile, has resulted in making the New York Central the greatest and best local road in the United States. It runs from New York City via Albany to Buffalo, a distance of 450 spike is driven in the tie that holds the rail. miles. Preserve this paper, carefully digesting its contents occasionally, and watch



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